

## Former Royal Rehabilitation Centre Sydney – Response to Public Submissions

Issue Raised	Proponent's Response
	<b>Building Height</b>
The heights of buildings at the corner of Morrison Street and Princes Street s will be imposing to residents within the site	The future building at the corner of Morrison Road and Princes Street will be architecturally designed to ensure it is attractive and sits well within the landscape. The height of the building will be broken up by recessed forms and will be articulated to ensure it does not present as imposing. A specific requirement for design excellence is to be included in the Concept Plan for this building.
There is a 33.3% increase in height	A marginal increase in height is proposed to allow for a minimised extent of building footprints, whilst remaining within the 791 dwelling cap for the site. This will facilitate the retention of a greater number of mature trees and will allow for a more vegetated and landscaped setting generally through the site.
The number of low scale dwellings has increased and these will be three storeys instead of two storeys	The lower scale dwellings in the discussed location will be two storeys. The overall height limit in this location has been reduced to 9.5 metres.
The heights of buildings are already too tall compared to existing dwellings and will increase by two levels	The height of buildings approved under the Concept Plan was deemed appropriate in the original assessment. The amended building heights will be assessed on merit. The rationale behind the building height increases is to allow for smaller building footprints and to increase the quantum of landscaped open space.
The dwellings fronting Linley Way will be three storeys with a height limit of 11.5 metres. During community consultation these were to be reduced in height to 9.5 metres.	The lower scale dwellings in the discussed location will be two storeys. The overall height limit in this location has been reduced to 9.5 metres.
Object as the height exceeds the current Ryde LEP 2010 height limit	The Ryde LEP 2010 controls were developed in response to the SSS listing and original Concept Plan layout. As the Concept Plan is being modified, it is inherent that the height controls will differ from the Ryde LEP 2010 and the LEP is unable to override a Concept Plan approval.
The height and density will significantly change the outlook and the surrounding area	The amended proposal does not largely differ from the approved Concept Plan in that it will provide low to medium density development on the site. The approved number of dwellings is not proposed to be altered in the modified proposal. The change to the area as a result of the development will be positive through a redevelopment and upgrade of the site, as well as an increased level of landscaping.
The height of any dwellings should be restricted to two storeys due to the sloping topography of the site	The approved Concept Plan includes dwellings over two storeys. The intent of the modified layout is to minimise the extent of building footprints and marginally increase some heights. The proposed building heights have been developed in response to the topography, designed to minimise their visual presence in the landscape.

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The proposed height is not consistent with the Ryde LEP 2010 controls	The Ryde LEP 2010 controls were developed in response to the SSS listing and original Concept Plan layout. As the Concept Plan is being modified, it is inherent that the height controls will differ from the Ryde LEP 2010.
The heights of dwellings near Linley Way will not be consistent with existing buildings	The lower scale dwellings in the discussed location will be two storeys. The overall height limit in this location has been reduced to 9.5 metres.
<b>Setbacks</b>	
The layout unfairly targets residents in Linley Way as the proposed setbacks are the closest to existing residents	The existing dwellings fronting Linley Way are the closest to the site and as such, it is logical that the future dwellings will share the closest relationship. The setbacks to Linley Way have not been reduced from the original Concept Plan, and the new dwellings near the Recreation Circle will appear as two storey dwellings when viewed from Linley Way. In addition, residential flat buildings will now be stepped in height down towards Linley Way to further reduce the apparent building height.
Fences of at least 10-15 metres should be provided to surrounding residents	This application seeks to modify the approved Concept Plan and does not seek approval for any physical works. The construction of fences will form part of future applications.
No dwellings should be within 80-100 metres of the fence line of surrounding residents	The approved Concept Plan allows for dwellings within six (6) metres of the Linley Way boundary. The proposal seeks to setback buildings along this boundary in excess of thirty (30) metres. This setback, along with the increased planting within this buffer zone, will maintain the privacy of residents in Linley Way and will ensure a landscaped setting is maintained.
There should be several lines of large shrubs/trees to the fence line of surrounding residents in Linley Way	The existing vegetation along the fence line to Linley Way is proposed to be maintained and enhanced to allow for a landscape buffer along this boundary of the site.
<b>Overshadowing</b>	
Sunlight to surrounding dwellings will be lost due to the reduced setbacks to Morrison Road and Princes Street	In general setbacks have not been reduced to Morrison Road or Princes Street. Shadow diagrams provided with the proposal illustrate that only a minor level of shadowing will occur between 9:00 - 11:00 on June 21 to dwellings fronting Morrison Road. These dwellings will still receive an adequate level of solar access across the remainder of the day and throughout the year.
The proposed height will cause overshadowing of surrounding properties and will result in overlooking	Shadow diagrams provided with the proposal illustrate that only a minor level of shadowing will occur between 9:00 - 11:00 on June 21 to the front setbacks/gardens of dwellings fronting Morrison Road. These dwellings will still receive at least 3 hours of solar access across the remainder of the day and throughout the year. Overlooking of dwellings will not occur due to the positioning of new buildings on the site and the orientation of apartments generally away from existing dwellings.
Sunlight to surrounding dwellings will be lost due to the additional height	There will not be any significant impact on sunlight access to surrounding dwellings. Shadow diagrams provided with the proposal illustrate that only a minor level of shadowing will occur between 9:00 - 11:00 on June 21 to dwellings fronting Morrison Road. These dwellings will still receive an adequate level of solar access (3 hours) across the remainder of the day and throughout the year.

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Overshadowing will occur in the morning in winter over the dwellings fronting Morrison Road	It is acknowledged that the proposal will result in minor overshadowing of the front yards of dwellings fronting Morrison Road between 9:00 - 11:00 on June 21. This level of overshadowing is not excessive and these dwellings will continue to receive solar access in accordance with the requirements of the Ryde Development Control Plan (3 hours).
<b>Traffic Generation and Parking</b>	
There will be more traffic congestion internal to the site compounded by already low street widths and inadequate parking provision	The proposed modification does not seek to increase the number of dwellings within the approved Concept Plan. Traffic generation and impacts were assessed as adequate in the original Concept Plan. Furthermore, the streets within the Concept Plan have been, and will be, constructed in accordance with AMCORD Standards in accordance with the Deed of Agreement with Ryde Council and parking will be provided in accordance with RMS rates and the Ryde Development Control Plan.
Concern over safety of children walking to school as traffic will almost double in the area	The safety of pedestrians was addressed in the approval of the original Concept Plan. The proposed modification does not alter the number of dwellings, and therefore overall traffic generation is not changed. The original Concept Plan required the construction of traffic calming devices which would ensure pedestrian and vehicular safety. These are being undertaken by both RRCS and Frasers, and will be completed at the appropriate time.
There is no light/heavy rail therefore traffic will be congested on Morrison Road which is already subject to heavy traffic	The site has been earmarked for residential development and traffic considerations were assessed in the approval of the original Concept Plan. The proposed modifications do not seek to alter the approved number of dwellings and overall traffic generation will not be increased as a result of the modifications. There is ample public transport within proximity to the site, namely the bus corridor running down Victoria Road providing access to Sydney's CBD.
No major access road should be constructed close to Princes Street	No major road access is proposed to be constructed close to Princes Street. This is an element of the proposal which Frasers has removed in light of community feedback.
An alternate exit point should be provided to better redistribute traffic through the site.	An additional exit point has been provided on Morrison Road to enhance the flow of traffic through the site.
The proposed additional driveways on Road 2 and 6 will reduce the safety of pedestrians and patients of RRCS.	The proposed modification is not expected to increase the number of vehicle movements along Road 6 (estimated to be 100 per hour during the morning and afternoon peak hours) in comparison to the approved Concept Plan. This is well within the capacity of a local residential street (approx. 300 two-way vehicle movements per hour) and is not considered to result in any safety impacts on pedestrians or patients of RRCS.
The intersection of the internal road connected to Road 2 has been repositioned and will compromise the safety of pedestrians.	As noted above, this road will operate well below the capacity of a local residential street and will not impact upon the safety of pedestrians. The relocation of this intersection does not impact upon any pedestrian crossings or key pedestrian routes.
The recent construction of the Royal Rehabilitation Centre and its operations are resulting in no parking for existing residents in surrounding streets	This application does not relate to the RRCS operations on the site. This issue is not relevant to the current application.

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An access point should be provided on Princes Street to distribute traffic	In general community feedback has suggested that an access point on Princes Street is not supported. An additional access point has been placed on Morrison Road to more evenly distribute traffic flows.
All parking for the future development should be contained within the site	All parking associated with the development will be internal to the site and will be provided in accordance with RMS rates and the Ryde Development Control Plan.
Photomontage Accuracy	
No photomontages are provide from elevated areas surrounding the site	Additional photomontages are currently being prepared by Richard Lamb and Associates and will be provided under separate cover.
The Fernleigh Close photomontage is misleading and inaccurate as the trees will not be as tall as depicted	The trees in the Fernleigh Close photomontage have been sized with input from the landscape architect, Environmental Partnership. This is the expected height of mature trees which will be planted on the site. There is to be a significant planting of trees along this boundary to mitigate any adverse visual impacts from the future buildings. Whilst the representation of the trees is not definitive, it provides a likely situation of the future development when detailed Development Applications are lodged with Ryde Council.
Substantially the Same Development	
The new plans are completely different to the original plans as they are no longer complimentary to the streetscape	The new layout has been devised to enhance the streetscape both within the development and to surrounding streets. The rationale of the amended layout has been to minimise the extent of the built form and increase the quantum of landscaped open space. The amended proposal seeks to increase setbacks from the street, allowing for more planting at the perimeter of the site. This will result in an enhanced outcome from that which could be achieved under the current Concept Plan.
The proposal significantly changes the layout and configuration of buildings as well as the location of density around the site, resulting in the proposal not being substantially the same as the approved Concept Plan	It is initially clarified that the threshold for modifications under Section 75W is 'generally consistent' opposed to the section 96 test of 'substantially the same development'. The amended proposal is generally consistent with the original concept plan in that it provides for residential development in a range of densities across the Stage 2 site. Whilst the layout slightly differs, the intent and principles of the approved Concept Plan have been maintained. There was always an intention to modify the approved Concept Plan layout as the proposal had not been 'tested' by a residential developer (see Section 2.3 of the original s75W report).
Privacy	
Surrounding residents will lose privacy due to overlooking which will in turn impact on the sale price of surrounding properties	The amended building layout has been designed to provide increased setbacks to the site boundaries where possible. The topography of the site and surrounding area will ensure that overlooking does not occur. The closest setback to existing residents is to the Linley Way boundary near the Recreation Circle. The dwellings in this location are two storeys at the boundary and will not result in any overlooking issues. Impacts to property values are not a relevant planning matter for consideration.

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The proposal compromises privacy of existing residents	The amended building layout has been designed to provide increased setbacks to the site boundaries where possible. The higher buildings proposed in the amended layout will be more central to the site and in locations where the topography ensures overlooking does not occur.
The height of dwellings to Linley Way will cause privacy/overlooking issues	The dwellings in this location are two storeys at the boundary and will not result in any overlooking issues. The height at the rear of the boundary in envisaged to be consistent with the approved Concept Plan.
Environmental Considerations	
The natural ecosystem of the site should be maintained.	The amended proposal seeks to retain a larger quantum of vegetation than the approved Concept Plan. The site has been earmarked for residential development and is not classified for any significance regarding natural biodiversity. The area of the Stage 2 site in question, being the area adjoining residents in Linley Way, is proposed to be maintained as a vegetated corridor, providing a buffer between existing residents and the future residential development on the site.
A significant number of trees were removed during the Royal Rehabilitation Centre development	This modification does not relate to the RRCS development on the wider Concept Plan site. This issue is not relevant to the current application.
Habitat for wildlife and birds will be removed	The site is not classified as significant for wildlife and has been earmarked for residential development. The amended proposal seeks to retain more trees than the approved Concept Plan.
Landowners Consent	
Landowners consent has not been obtained from the Royal Rehabilitation Centre	Since the lodgement of the modification application, the site has transferred ownership to Frasers Putney Pty Ltd. Landowners consent is now provided with the RtS.
Other	
No flood lights should be constructed between the fence line of adjoining residents and the new dwellings	This application seeks to modify the approved Concept Plan and does not seek approval for any physical works.
The value of properties surrounding the site will be reduced	Impacts to property values are not a relevant planning matter for consideration.
The amended layout will result in altered traffic generation which has the potential to impact on the safety of pedestrians and vehicles along Roads 2 and 6 which are privately owned by RRCS. This will be contrary to the terms of the easement which Frasers holds over the road as the amended traffic generation will cause 'danger, disturbance or inconvenience'	The amendments to traffic flow as a result of the proposed modifications is not expected to result in an increase in vehicle movements compared to the approved Concept Plan and traffic levels would be well within the capacity of a local residential street. As such the proposed modification will not cause 'danger, disturbance or inconvenience' and will continue to be consistent with the Right of Carriageway (RoC) over Roads 2 and 6 which benefits the Putney Hill site. Frasers has received legal advice from Norton Rose Fullbright which confirms that the Right of Carriageway does not change if there is a change in vehicle numbers using the RoC provided that the users comply with the terms of the RoC. A copy of the legal advice is included at <b>Appendix F</b> of the RtS.

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There were a range of problems with the demolition, site preparation and construction phases of the Royal Rehabilitation Centre including noise, dust, traffic and parking	This modification does not relate to the RRCS operations on the wider Concept Plan site. These issues are not relevant to the current application.
A significant level of noise is emitted from the Royal Rehabilitation Centre	This modification does not relate to the RRCS operations on the wider Concept Plan site and this issue is beyond the control of Frasers Putney.
The number of dwellings should be reviewed and amended to provide sensible amenity and traffic outcomes	The number of dwellings is not sought to be amended as part of the modification. The number of dwellings within the Concept Plan was approved in 2006 following a thorough assessment process.
Footpaths should not be closed during construction as has occurred on Victoria Road	This application does not seek consent for any physical works. The construction of development on the site will be sought as part of future applications and the extent of construction management measures will be determined at the appropriate time.
The development is being carried out on stolen property	Frasers Putney is the owner of the site, recently purchasing the site from RRCS who was the previous owner.
The amenity of the surrounding area is being ruined by Frasers and RRCS	The redevelopment of the former RRCS site will rejuvenate the site and improve its appearance, in turn enhancing the amenity of the surrounding area. The overall Concept Plan redevelopment has, and will still, provide a significant amount of landscaped open space for public use, as well as new cycle and pedestrian connections. Overall, the proposal will enhance the amenity of the area whilst at the same time providing an important contribution to Sydney's housing supply.